

F0 O **B**2 <u>m</u> O **C**5 Ö ပ O 2nd 3rd 5th **1st** 4th

D2

O ENGAGED

© ENGAGED FOR ENGINE BRAKE APPLICATION

△ ENGAGED (NOT CONTRIBUTING TRANSMISSION OF POWER)

FIG. 2

FIG. 3

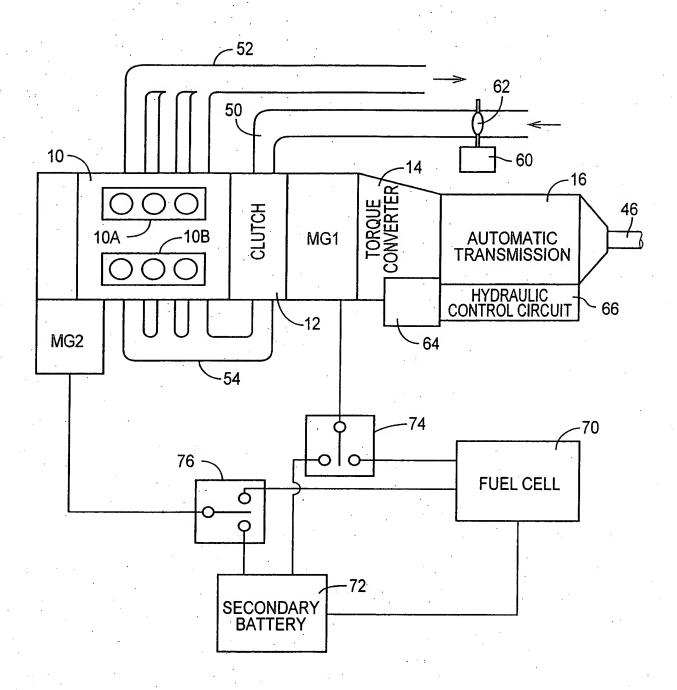
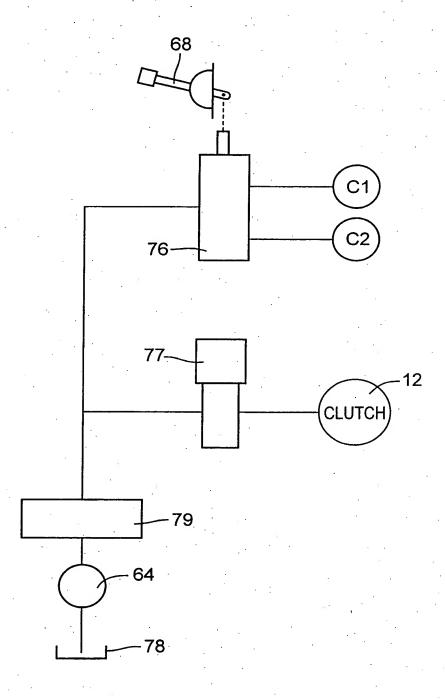


FIG. 4



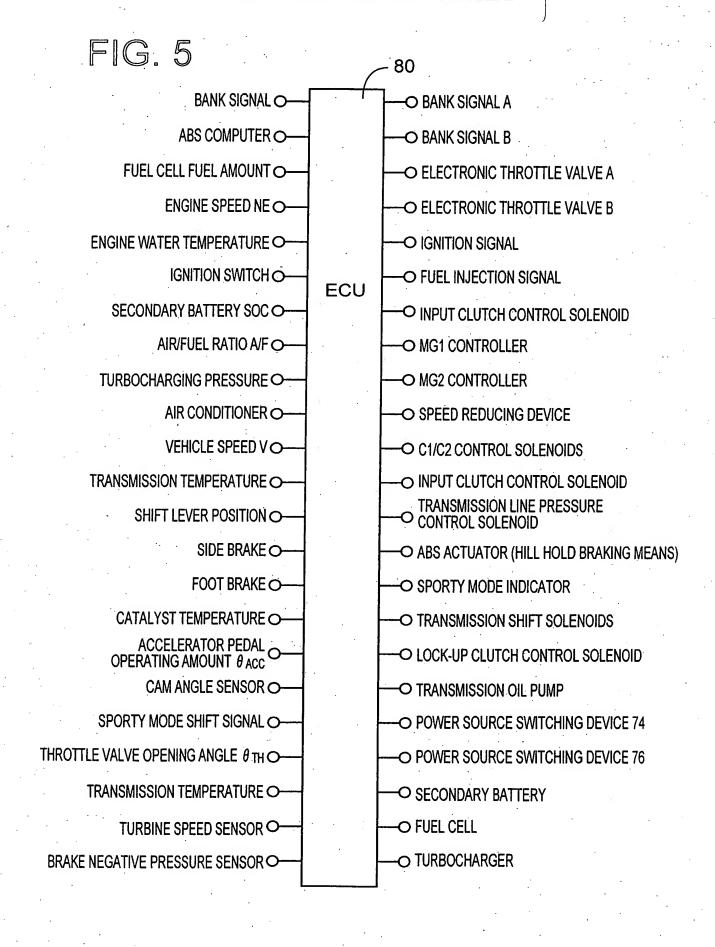


FIG. 6

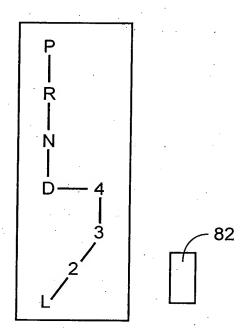


FIG. 7

DRIVE-POWER-SOURCE DATA MAP(A)

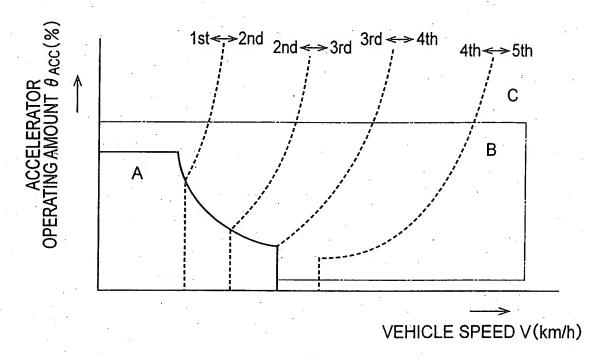
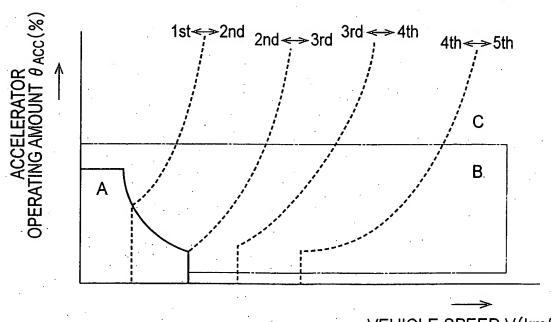


FIG. 8

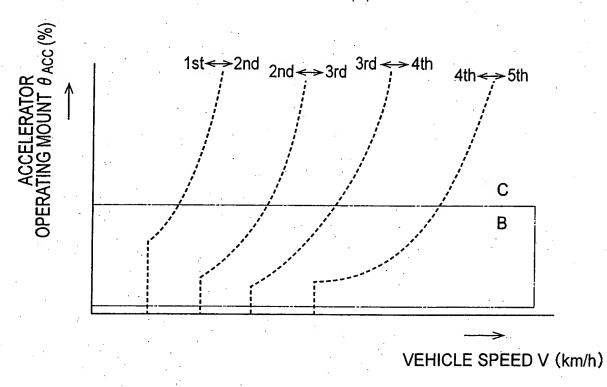
DRIVE-POWER-SOURCE DATA MAP(B)

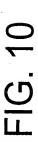


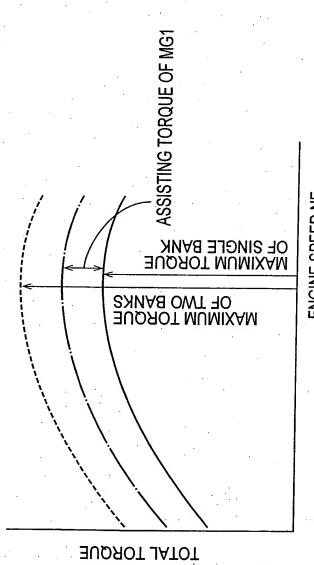
VEHICLE SPEED V(km/h)

FIG. 9

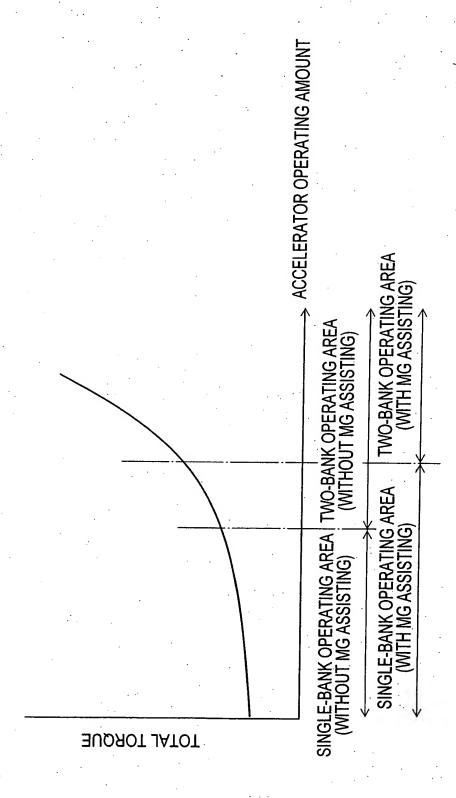
DRIVE-POWER-SOURCE DATA MAP (C)

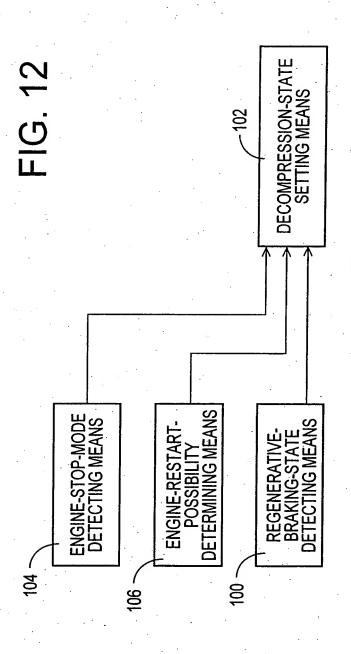


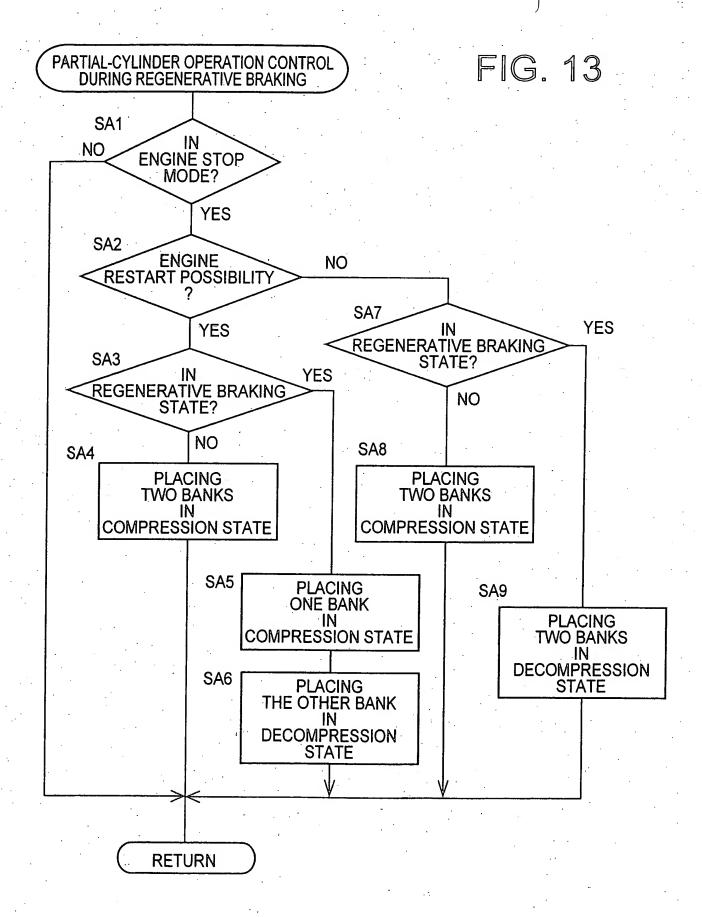


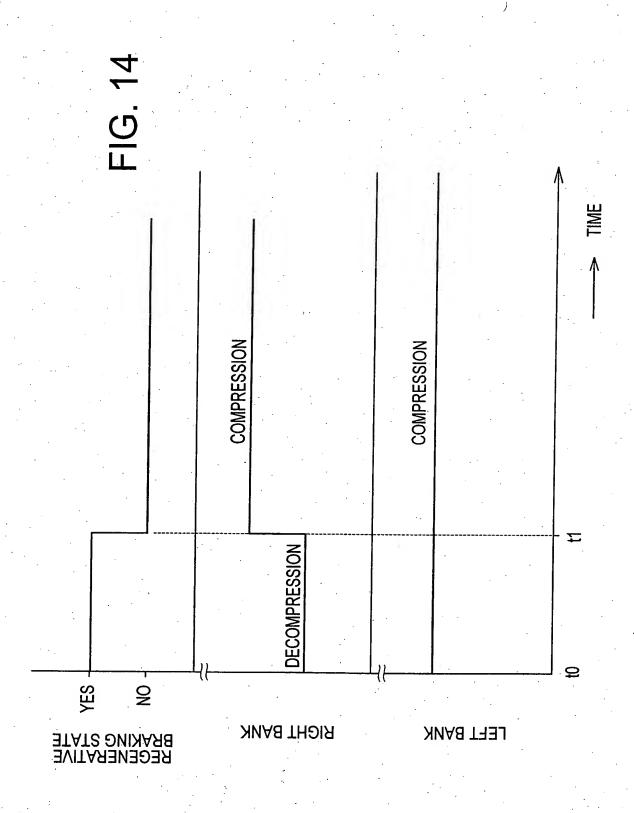


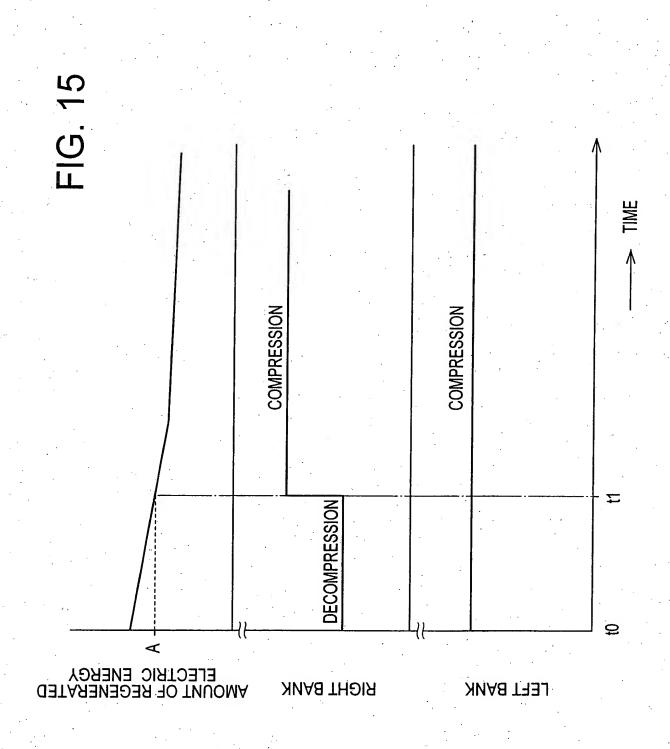
ENGINE SPEED NE

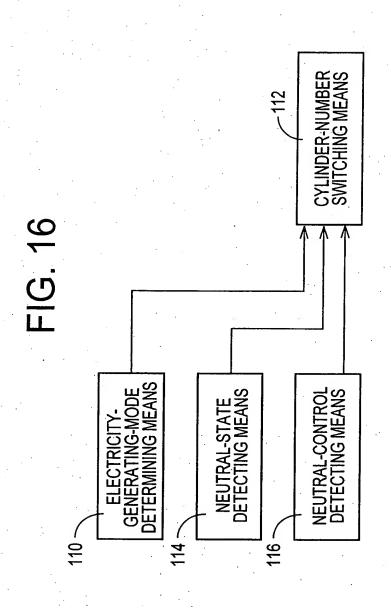


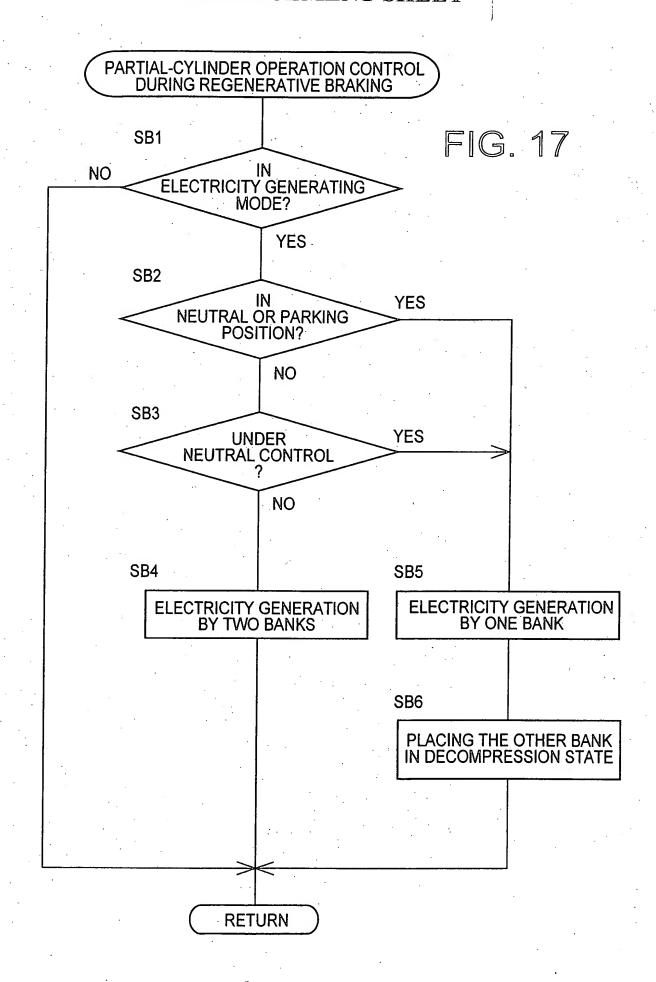












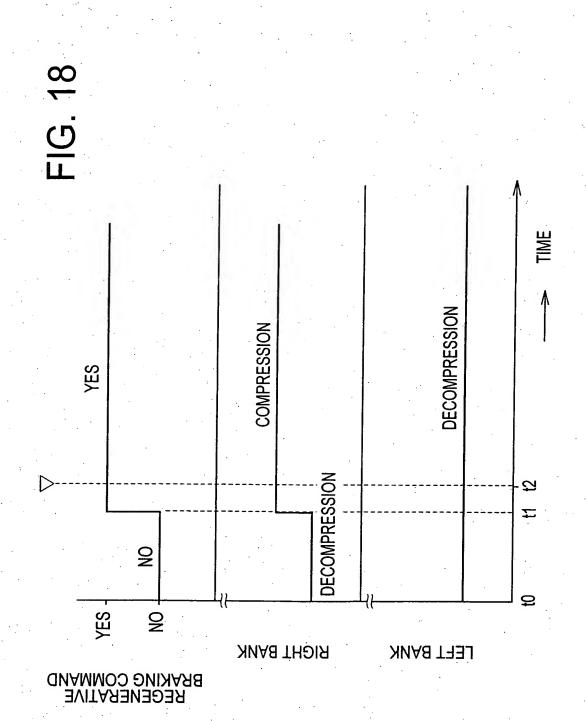
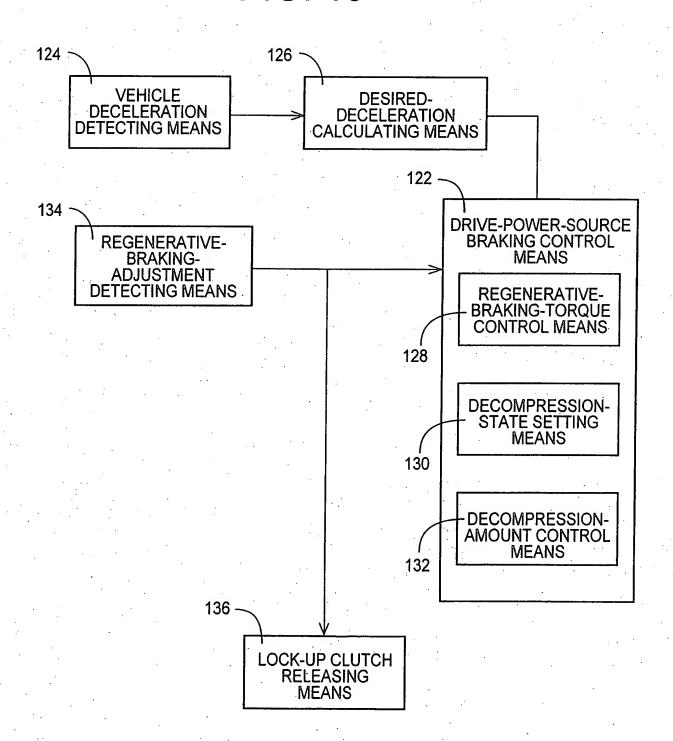
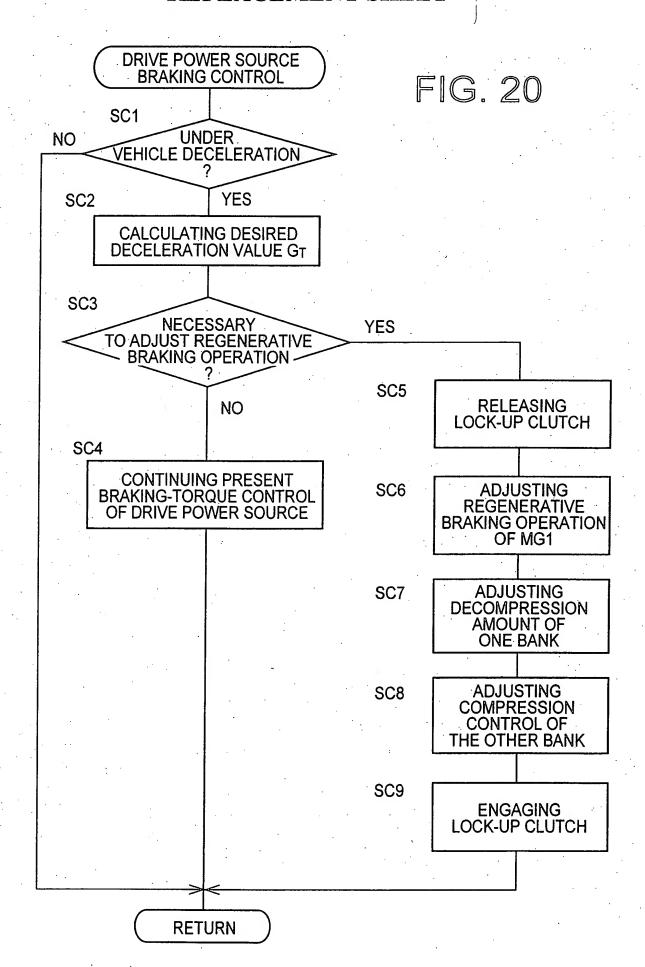


FIG. 19





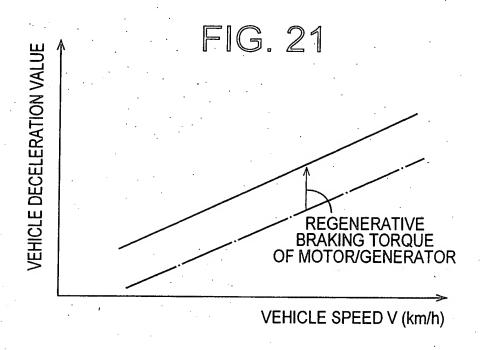
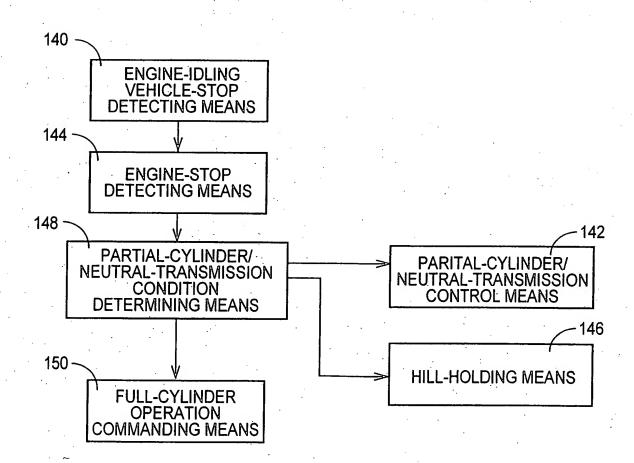
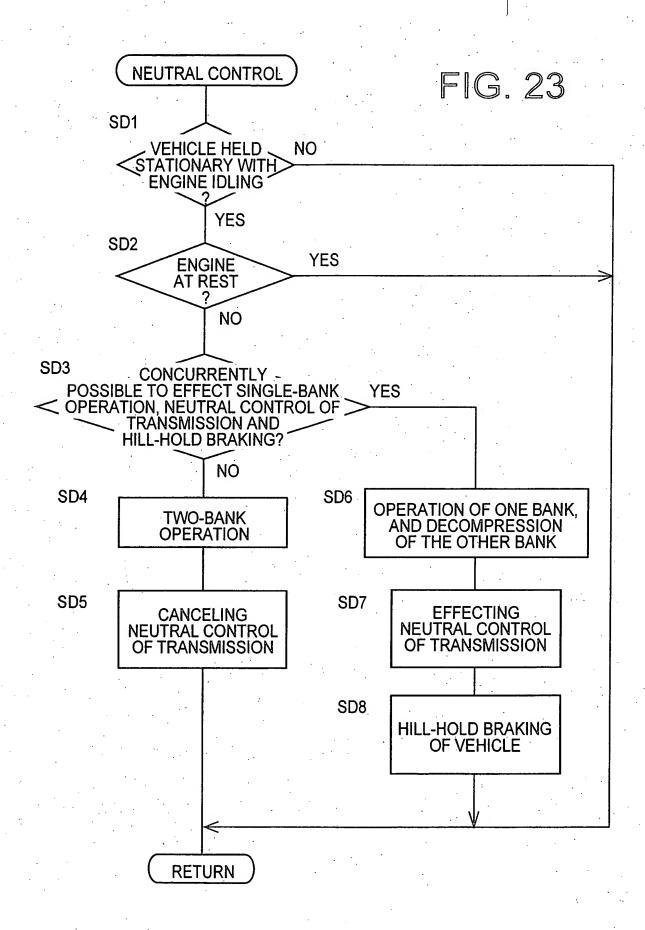


FIG. 22





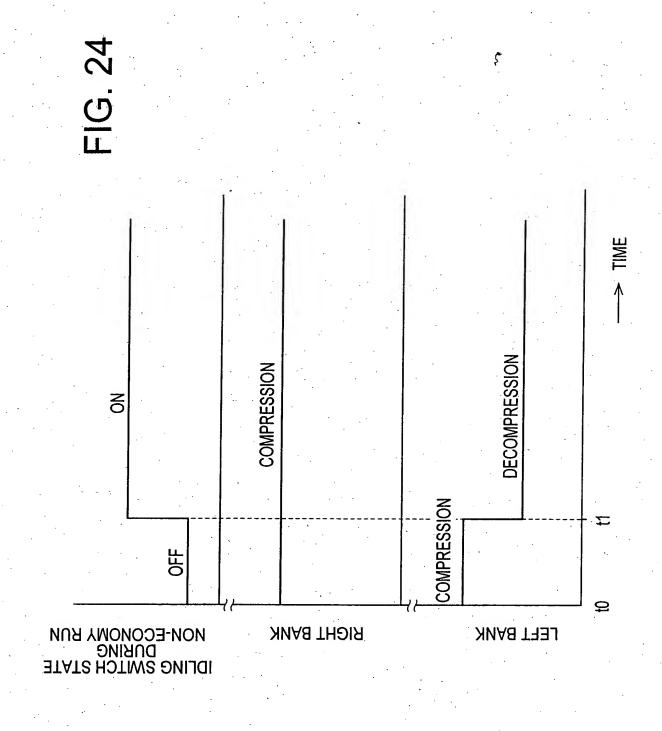


FIG. 25

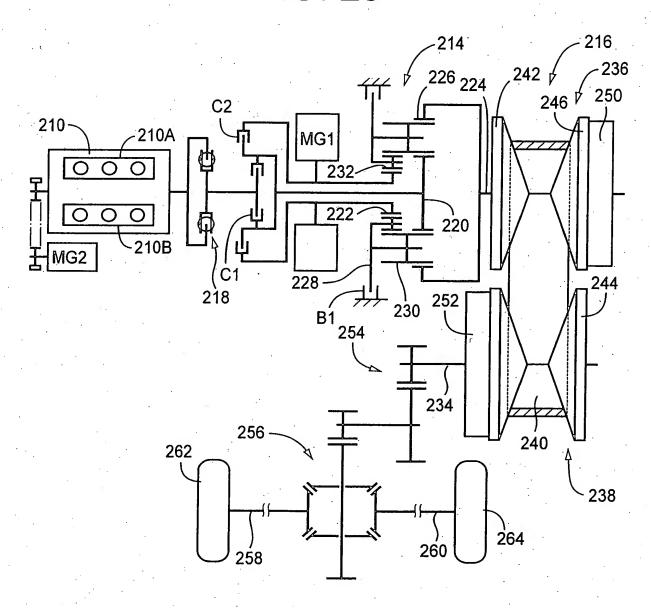


FIG. 26

			C1	C2	B1	GEAR RATIO
ENGINE	D	2nd		0	X	1.
		2nd (LOW)	Δ	0	X	1
	Rev	HIGH	0	X	0	$-1/\rho 2$
		LOW		X	0	-1/p2
	N		X	X	0	
MG	D	1st	×	X	0	1/ρ1
		2nd (ASSIST)	0	0	\times	1
		2nd (REGENERATION)	X	0	X	1
	Rev	LOW	X	X	0	-1/ρ1

 \bigcirc : ENGAGED \triangle : SLIPPING \times : RELEASED

FIG. 27

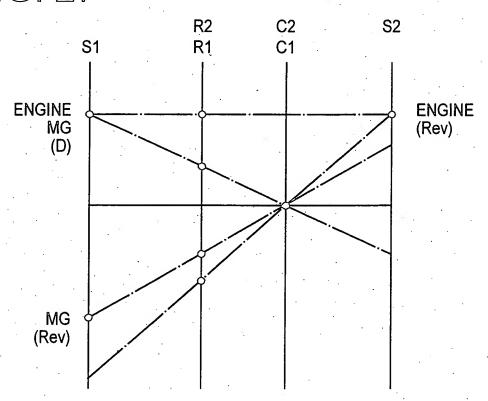


FIG. 28

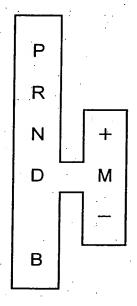
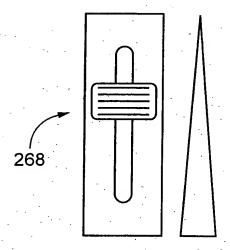


FIG. 29



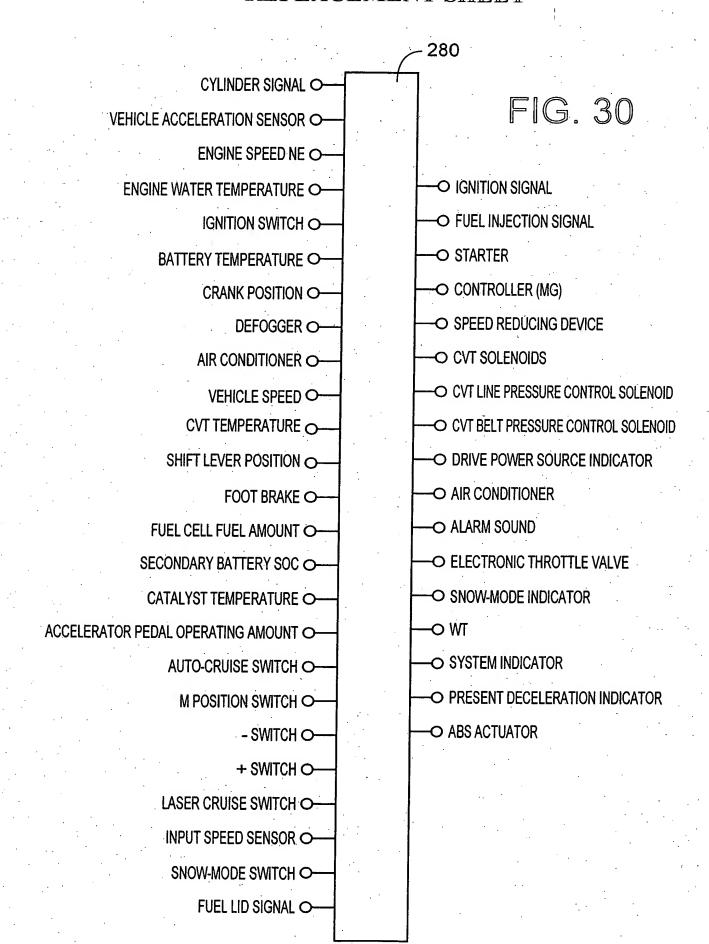


FIG. 31A

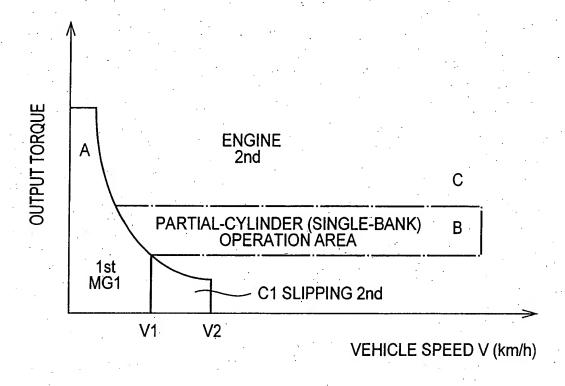
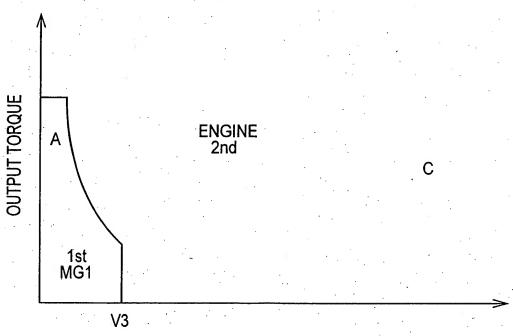
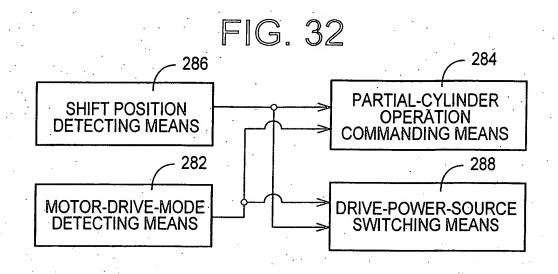
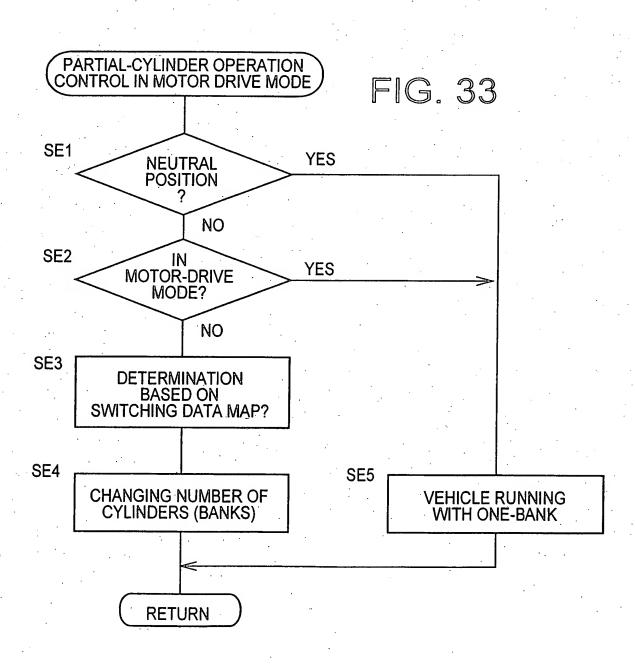


FIG. 31B



VEHICLE SPEED V (km/h)





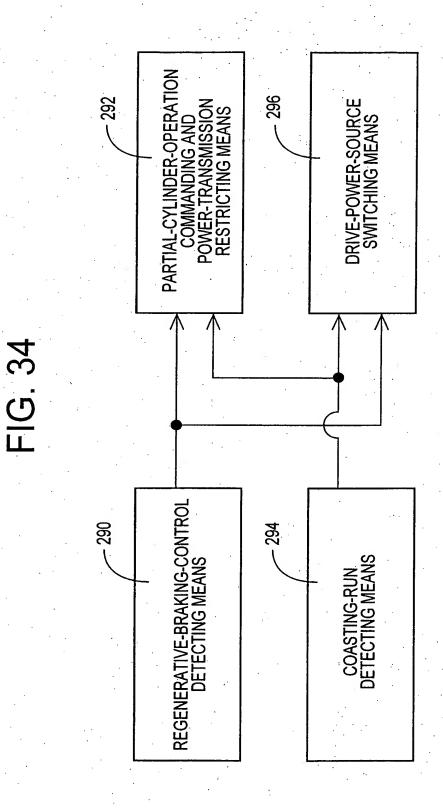


FIG. 35

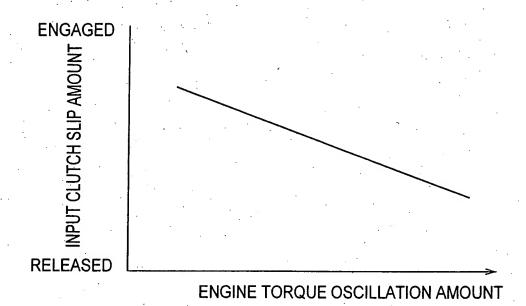


FIG. 36

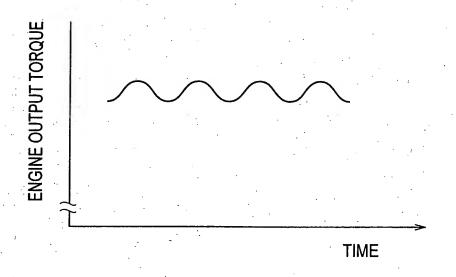


FIG. 37

